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From the New York Commercial Advertiser.

## CAPTAIN ROSS.

Messrs. Wiley and Long have just republished in a small volume, an interesting outline of Captain Ross's late hazardous and memorable expedition—abridged from the evidence taken before the Parliamentary Committee—and accompanied by a sketch of previous Arctic Discoveries, with an engraved map of the dreary regions explored. We have seldom met a little work so interesting, and as it is not intended to supersede the larger work now preparing by the gallant Captain himself—but merely as the London publishers say “as a preparatory whet to the substantial banquet,” which the forthcoming volumes will present, we feel no hesitation in presenting a few extracts to our readers, which will be found highly interesting. It is well known that it was the rare and disinterested munificence of Mr. Felix Booth, which originated the expedition. Captain Ross, suffering, as he conceived, unjustly, from the failure of his former expedition, and smarting under the neglect he experienced, while the more successful and popular Parry was basking in the sunshine of favor, determined to make another voyage, and relieve his honor, if not his fortune. He was baffled, however, in every successive application to the Admiralty—who, growing weary of repeated applications, had given up the project as chimerical, and finally, as it were to destroy all hope they had abolished the magnificent prize of £20,000, so long offered for the discovery of the North West passage. But this very act was the immediate cause of this princely merchant's taking up the hopeless cause. Conscious then, that no one could impugn his motives, and under a strict promise of secrecy for Ross, he advanced £19,000 to fit out an expedition, and that without not only the slightest prospect of ever being repaid, but with almost the certainty of losing the whole.

We now give several extracts of much interest, relating to the expedition. The following letters from men so distinguished, are highly to the honor of the parties concerned.

Captain Ross received gratuitous offers of zealous service and assistance, in any capacity, from two distinguished officers, Captain Back and Captain Hoppner, offers equally creditable to Captain Ross, and to those who made them. Captain Back's offer was made in Parliament street, where he met Captain Ross walking with his nephew, when he said, “will you take me on any terms: I will go as draftsman, or any thing you choose to make me.” Captain Hoppner made a similar offer; verbally at first, and subsequently in writing. The following is a copy of Capt. Hoppner's letter:

“ MY DEAR SIR:—As I feel so much interested in the noble enterprise, I cannot help expressing myself more explicitly on the subject next my heart. If you will accept of my service, I am ready to go with you in any capacity, and will make over all I am worth in the world, for the advancement of your object. I promise you most implicit obedience; and will never offer an opinion, unless required. Be assured of my devotion to the great and noble undertaking, and

“ Believe me,

“ Your very humble servant,

“ H. P. HOPPNER.

“ R. N. Club, Bond street,

“ Saturday, March 21st.

“ P. S. There is no occupation so lowly that I will not undertake.”

Captain Ross, however, naturally enough preferred, even to this most disinterested offer, that his own nephew should accompany him.

The following exhibits the degree of cold to which the parties was exposed—and the value of total abstinence in supporting the frame under the most rigorous privations, and is triumphant evidence for the temperance cause.

The lowest point at which the thermometer ever stood, during the period their stay here embraced, was sixty degrees and a half below zero, which is ninety-two and a half below the freezing point of Fahrenheit. This was in January, 1831. It was very seldom so low as that; it had been frequently as low as eight degrees below the freezing point, but never except once for a few days, so low as ninety. They often, however, had eighty-five; at this time there was no wind.

In all former attempts to live under such an extreme degree of cold, death was the result; as the melancholy cases of Sir Hugh Willoughby's crew, who all perished, and were found dead in their hut; and the party of sailors at Spitzbergen, who were likewise all found dead with cold, but too well attest.

Captain Ross attributes the preservation of his party from the fatal effects of cold, to the method they took of ventilating their hut, and covering it with ice. They were also without spirits for the latter fifteen months of the voyage, and he attributes to this fact a considerable portion of the healthy state in which the party were. They had also some cocoa during the greater part of the time, but latterly the allowance was extremely limited, and for the last six months they remained, it was wholly exhausted. They had some coffee made of burnt peas.

The following is the description of the country where these daring outcasts from the world, lived so marvellously:

“ The sea round (the ship) presented one continual field of ice, towering icebergs of gigantic size, and singularly fantastic form; immense masses thrown up at pleasure, called hummocks; pyramids, cavities, and an endless variety of forms, heaped together in wild disorder; from some huge stalactites are gracefully pendant; others are surrounded by sparry chrystral and brilliant icicles, the prominent surfaces tinged with the most vivid emerald and violet tints, and the most intense blue shades lurking in the recesses, presenting a splendid exhibition of icy grandeur.

“ The continent, called by Captain Ross, Boothia, and the adjacent islands, present nearly the same appearance, being only distinguished from the ocean by the bare sides of steep and precipitous rocks which occasionally rise to a great height, presenting horizontal and perpendicular strata of primitive granite; and in some places, vast masses are piled with extreme regularity, in others so confused, that they evidently mark some violent convulsion of nature. These dark and frowning precipices, without the least marks of vegetation, form singular contrast with the pinnacles of ice, and the sparkling whiteness of the surrounding snow. On every side the eye stretches over one interminable field of ice and snow, whose very barrenness is beautiful, but which conveys a feeling of total privation and utter desolation.

“ Towards the south, the horizon was overspread by

an arch of bright and splendid crimson light, which was always visible about noon, even when the sun was at its greatest southern declination; indeed, the return of what might be considered day, was always marked by so considerable a light, that by turning a book towards the south, the smallest print might be read without difficulty; and the brightness of the moon and stars, together with the reflection from the sun, rendered anything approaching a deep or positive gloom of rare occurrence. The opposite portion of the hemisphere was splendidly illuminated by that extraordinary and beautiful phenomenon, the Aurora Borealis, vividly darting its brilliant coruscations towards the zenith, in endless variety, and tinging the ice and snow with its pale and mellow light; the remaining portions of the sky are clear, dark, and unclouded, thickly studded with numberless stars, shining with peculiar lustre, the whole forming a striking and romantic scene, difficult to conceive, and impossible to describe; the awful grandeur and sublimity of which cannot be contemplated, but with the most intense interest and enthusiastic admiration.”

We conclude our extracts with the description of the manner in which the adventurers entrenched themselves for the winter—and in which they performed their perilous journey in search of the wreck of the Fury.

“ On the arrival of the Victory, in Felix Harbor, every possible arrangement had been made to render the situation of the officers and crew as comfortable as, under the circumstances, it was possible to render them. The whole of the deck was covered over at a moderate height with sail cloth properly stretched on spars. The whole of the steam machinery was removed. A snow-wall of considerable thickness, about seven feet, composed of large blocks, was erected, to defend the vessel from the northern blasts, and the still more dangerous snow drifts which were daily driven on them. Another great advantage they felt from this wall, as well as from the situation in which they were when Capt. Ross describes them as “the inhabitants of an iceberg,” was that the non-conducting power of the snow retained the heat longer than otherwise would have been the case; within this wall also, the men usually exercised, when it was too stormy for them to walk on shore, or to a distance.

We shall now proceed to give some account of the circumstances of unparalleled difficulty and hardship attending this part of the exhibition, to which the committee advert in their report. The determination to quit Felix Harbor, as the place where they now were was called, was come to early in the beginning of 1832; but they were prevented by the severity of the winter, from putting it into execution until the 27th of May, when they set off on foot for Fury Beach, a distance of about two hundred miles to the northward. In the course of this journey, they underwent very great suffering, as they had to carry their fuel, their provisions, their sick, and their tents, and specimens. The whole of this journey was over ice and snow, and occasionally on land covered with snow. The greatest want which they experienced in their toilsome progress, was that of water, as they had to dissolve the snow to obtain it, whenever required. Although the distance in a straight line, if they could have adopted such a course, was not more than two hundred miles, still, from the devious route they were obliged to pursue, it was fully one-half more than that, or upwards of three hundred miles, which they had to traverse in these circumstances of danger and distress. Latterly their only beverage consisted of water and lime juice, and this it was necessary to give out rather sparingly. Their sufferings from the cold, however, exceeded every thing they had before undergone. From this, every individual of the whole number composing the expedition, suffered severely. When they made a stop at night, and they were not less than thirty-two days and nights travelling these three hundred miles, the only means of accommodation they possessed, was a bag to sleep in. Each traveller had his own bag, which he tied tight round his neck, the whole body being

covered by it; this mode was adopted to prevent the feet from getting out by any chance, an event which, had it happened, was certain to be the forerunner to a frostbitten limb. The face was also similarly covered, and, for greater security, as well as comfort, tied down to the ground.

"You lay close together?" asks a member of the committee of Captain Ross, and his answer is thus given: "Yes; we dug a trench in the snow, and covered it with canvass, then covered that with snow, and then went in; the trench was enough just to contain seven people. We had three trenches, one officer went into each, and we then got into our bags and crept close together during the time we were asleep."

"What were you resting on?—On the frozen snow."

"What was the bag made of?—Generally of a double blanket; some had them lined with skin."

"What was the greatest degree of cold you observed during your journey?—Thirty-two below zero, which is sixty-four below the freezing point of Fahrenheit."

We can add nothing to this plain, unadorned statement, to show the reader the nature and extent of the sufferings the party must have endured.

From this journey, Captain Ross himself, in consequence of his wounds, suffered very much in constitution. He states it as his opinion, that if his men had had another hundred miles to perform, they could not have accomplished it, as they were all quite exhausted when they reached Fury Beach; and at that time they had one day's provision left. They did not reach Fury Beach until the first of July.

What a meeting it would have been had Captain Back found the half-starved sufferers at that lonely wreck, their only place of refuge! The scene would be far beyond the finest coloring of romance.

We close this article by remarking, that the British Government nobly rewarded all concerned in this extraordinary expedition. The men all received double pay. Capt. Ross was knighted, and got £5000—and his nephew and the other officers were immediately promoted—and Felix Booth, whose unexampled liberality gave existence to the expedition, was made a Baronet, and entirely reimbursed for his expenses.

*From the Boston Courier.*

#### STEAM NAVIGATION.

The Report of the Select Committee of the British House of Commons, on Steam Navigation to India, with the minutes of evidence, &c., printed by order of Parliament, embraces a great number and variety of facts, interesting to the people of this country, as well as to the Europeans. Two projects were presented to the committee; a great mass of valuable information has been accumulated, and sufficient evidence of probable advantage obtained to warrant the committee in recommending a grant for the expenses of an experimental expedition, to investigate the safety and practicability of the route by the Euphrates. From a review of the Report in the London Athenaeum, we make the following extract:

"On the whole, we conclude from the evidence, that the greatest objection to the route by the Euphrates, is the character of the Arabs, whose wandering and plundering propensities are strengthened by the unsettled state of the Government,—if government, indeed, it can be called—under which they live. Infinitely the best securities proposed against their perfidy and rapacity, were swivels, and Congreve rockets: if they could once be brought under the subjection of fear, they might perhaps look to commercial gains through despair of plunder; but subsidies will, as in all other instances, be regarded as confessions of inferiority, and become incentives to avarice. It ought to be remembered, how greatly Britain's fame and moral superiority in Asia was shaken, when it was agreed to subsidize the King of Persia; the Asiatics naturally concluded, that we had become his tributaries, and despised us accordingly. It is scarcely necessary to add, that though the greater part of the river's course lies within the nominal limits of Turkey, that the court of Constantinople has as little real control over the storm-winds of the wild Arab tribes, as over the Arabian deserts, and consequently, that every separate negotiation will have to encounter the pride, passion, and prejudice of haughty barbarians, who believe that their supremacy over a petty horde, entitles them to rank with the greatest sovereigns of the universe."

"The committee directed a portion of its attention to the accounts of the trade on the Euphrates, and the commercial prosperity of Babylon. On this subject, Mr. Peacock had collected a mass of valuable information, but the form in which it was presented to the committee, seems likely to lead to erroneous conclusions. A great trade existed on the Persian Gulf, and on the Euphrates, at the same period of time, but there was little or no connexion between them. The trade on the Persian Gulf was in the hands of the Phoenicians, who had established commercial depots on the Arabian coast, whence Indian commodities were conveyed over land to the Levant.

"The attention of the Babylonians was directed to the upper river; the traders on the Euphrates, mentioned by Herodotus, were Armenians, who came down the stream to Babylon; the canals mentioned by Arrian, were north of the city; four of the largest were north even of the Median wall; and they were designed as much to restrain the incursions of the Medes, as for irrigation and transport. All the canals and dams, which were constructed to improve the navigation of the Euphrates, were on the upper river; and the lower stream was so impoverished by supplying lakes and canals, that Arrian declares it not to have been navigable. This, also, is indirectly proved by the acknowledged fact, that the commerce between India and Babylon, was conducted by caravans through Hyrcania and Asia, and that Bactra was the great entrepot of this trade. From these considerations, it seems to follow, indisputably, that the ancient navigation of the Euphrates, and the ancient trade with India through the Persian Gulf, are two facts wholly unconnected. Nor is this view of the case irreconcilable with the evidence of Colonel Colebrook, who says—

"With regard to the ancient channels of commerce through the Persian Gulf, I visited the island of Ormus, now barren rock, opposite the port of Gambroon, and also the island of Kenn, which is opposite the ancient port of Seraf, another of the routes by which caravans travelled through Persia; but it appeared to me that, apart from the supply of Persia itself, by the caravans which now proceed *via* Bushire, the Euphrates must afford facilities for water communication, which would, in a great degree, provide for the supply of the markets of western Asia. Seraf and Ormus were, at former periods, places of considerable resort; but the remains of ancient works near the mouth of the Euphrates, the ruins of canals and towns, would indicate, it may be concluded, that the countries adjacent must have been populous, and the river the medium of a very extensive commerce, which circumstances might again revive. A great deal of colonial produce, such as coffee, silk, &c., finds its way by this route into western Asia; there are many articles that would be available for such a commerce, and which, though not required in Europe, would exchange on the route for other articles that would be marketable."

"When Babylon declined, the canals and artificial lakes were neglected, the river flowed in its natural channel, and gradually deepened its bed, so that the lower Euphrates became, in the Middle Ages, useful for commercial purposes, but its importance was only beginning to be ascertained, when the passage round the Cape of Good Hope instantly changed the course of India trade."

**ANECDOTE.**—In the days of the Revolution there was an old lady who occasionally "entertained man and beast," remarkable for her unfeeling covetousness. One day a weary and famished soldier called at her house and asked for refreshment—his appearance indicated extreme poverty—the old lady thought his means not adequate to remunerate her for a very ample repast, so she placed before him a dish of bones, which looked as though they had been pretty faithfully picked before, and left her son to settle with the soldier, when he had finished their second examination. The boy, pitying the traveller, and willing to give his parent a reproof for her parsimony, told his guest, upon his rising from the table that he was welcome to what he had eaten, and made him a present into the bargain. In a short time the mother returned, when her son inquired, "Mother, how much was it worth to pick those old bones?" "A shilling, my dear," said she, expecting to receive the money. "I thought so," replied the boy, "and I gave the old soldier a shilling for doing it."—*Boston Statesman.*

#### POLITICAL REGISTER, for 1835.

The subjoined article will be worth preservation as a matter of reference.

##### UNITED STATES.

Andrew Jackson, of Tennessee, President.  
Martin Van Buren, of New York, Vice President.  
John Forsyth, of Georgia, Secretary of State.  
Levi Woodbury, of New Hampshire, Secretary of the Treasury.  
Lewis Cass, of Ohio, Secretary of War.  
Mahlon Dickerson, of New Jersey, Secretary of the Navy.  
Wm. T. Barry, of Kentucky, Postmaster General.  
B. F. Butler, of New York, Attorney General.  
John Bell, of Tennessee, Speaker of the House.

##### GOVERNORS OF THE STATES.

		Elected.
Maine	Robert P. Dunlap	1834
New Hampshire	William Badger	1835
Massachusetts	John Davis	1834
Vermont	Wm. A. Palmer	1834
Rhode Island	John B. Francis	1834
Connecticut	Samuel A. Foot	1834
New York	William L. Marcy	1834
New Jersey	Peter D. Vroom	1834
Pennsylvania	George Wolf	1832
Delaware	Caleb B. Bennet	1832
Maryland	James Thomas	1834
Virginia	Littleton W. Tazewell	1833
North Carolina	David L. Swain	1834
South Carolina	George McDuffie	1834
Georgia	Wilson Lumpkin	1833
Ohio	Robert Lucas	1834
Kentucky (Acting)	J. Moorehead	1832
Indiana	Noah Noble	1834
Illinois	Joseph Duncan	1834
Missouri	David Dunklin	1833
Alabama	John Gale	1833
Tennessee	William Carroll	1833
Mississippi	H. G. Runnels	1833
Louisiana	Edward D. White	1834

##### GOVERNORS' SALARIES, &c.

The following tabular statement of the Governors' salaries, the number of Senators and Representatives, and their pay per day, of each State in the Union, is taken from the American Almanac, for 1835.

States.	Governors' salaries.	No. Senators.	No. Reps.	Pay per day.
Maine	\$1500	25	186	\$2 00
N. Hampshire	1200	12	230	2 00
Massachusetts	3666 66	40	560	2 00
Rhode Island	400	10	72	1 50
Connecticut *	1100	21	208	2 00
Vermont	750	none	230	1 50
New York	4000	32	128	3 00
New Jersey	3000	14	50	3 00
Pennsylvania	4000	33	100	3 00
Delaware	1333	9	21	2 50
Maryland	3500	15	80	4 00
Virginia	3333 33	32	134	4 00
North Carolina	2000	64	134	3 00
South Carolina	3500	45	124	4 00
Georgia	3000	90	115	4 00
Alabama	2000	22	72	4 00
Mississippi	2500	11	36	3 00
Louisiana	7500	17	50	4 00
Tennessee	2000	20	60	4 00
Kentucky	2000	33	100	2 00
Ohio	1200	36	71	3 00
Indiana	1000	30	52	2 00
Illinois	1000	26	55	3 00
Missouri	1500	18	59	3 00

\* In Connecticut the Senators have two dollars per day, and the Representatives one dollar and fifty cents.

##### REIGNING SOVEREIGNS OF EUROPE.

State.	Name.	Title.	Age.
Sweden	Charles XVI	King	70
Russia	Nicholas I	Emperor	38
Denmark	Frederick VI	King	66
Great Britain	William IV	do	69
Holland	William I	do	62
Belgium	Leopold	do	44

Prussia	Fred. Wm. III	do	55
Saxony	Anthony	do	69
Brunswick	William	Duke	28
Nassau	William	do	42
Hesse-Hamburg	Louis	Landgrave	64
Baden	Ch. Leopold Fr.	Grand Duke	45
Hesse-Cassel	William II	Elector	67
Wurtemburg	William	King	53
Bavaria	Louis	do	48
Austria *	Francis	Emperor	66
France	Louis Philippe	King	61
Switzerland	John J. Hess	Land'man	
Spain	Maria Isabella II	Queen	4
Portugal	Donna Maria	do	15
Sardinia	Chas. Emanuel	King	56
Tuscany *	Leopold II	Grand Duke	37
Parma	Maria Louisa	Duchess	43
Modena	Francis IV	Duke	55
Lucca	Charles Louis	do	35
States of the Ch.	Gregory XVI	Pope	69
Two Sicilies	Ferdinand II	King	29
Greece	Otho	do	19
Turkey	Mahmoud II	Sultan	49

\* Since this table was compiled, the Emperor Francis has deceased, and is succeeded by his son, Ferdinand, now in his 42d year.

From the American Monthly Magazine.

#### OUR REVOLUTIONARY NAVY.

There is another branch of our annals which has been strangely neglected, and which is neither deficient in interest nor in material. We allude to our naval history. Every body has heard of Paul Jones and of Truxton; and every body knows by heart the achievements of Hull, Perry, Porter, Macdonough, and Bainbridge; but the early and desperate conflicts of our revolutionary navy are, for the most part, forgotten, and by many were never heard of. Mr. Clarke, in his Naval History, and Goldsborough, in his Naval Chronicle, have alluded to these occurrences; but they have done so quite too summarily, though their works are valuable and accurate in recording the history of a later period. The gallant and bloody boat-fights of Brewster, Hubbel, and Hawley, along the shores of Long Island Sound, where they encountered the Tories and British, are no where recorded, except in the memories of those who remain, and who participated in them. Among the feats recorded by Goldsborough, is that of a party of less than forty men, at Machias, in Maine, who, when they heard of the commencement of hostilities at Lexington, took possession of a lumber sloop, and, armed with thirteen pitchforks, a few sabres, ten or twelve axes, and some pieces of salt pork, sailed in pursuit of a British armed schooner, carrying four sixpounders, twenty swivels, two wall-pieces, with the proportionate armament of cutlasses, fire arms, &c., laid her alongside, and, after a short and desperate engagement, carried her by boarding. With the guns and ammunition procured by this capture, they armed other vessels, and took many prizes. Several little fleets were fitted out from Boston and its vicinity, and cruised with success, and repeatedly succeeded against very superior forces. The achievements of Hopkins, Mugford, Biddle, Williams, Waters, and Whipple, are unsurpassed for their cool intrepidity and good judgment. Mr. Clarke relates the following instance, which exhibits very forcibly the daring character, and adroit manœuvres, of our naval warriors of that day:

"In June, 1779, an expedition of United States' vessels was fitted out and sailed from Boston. It consisted of the Providence, thirty-two guns, Commodore Whipple; the Queen of France, twenty-eight guns, Captain J. P. Rathburne; and the sloop of war Ranger, Captain Simpson. About the middle of July, near the banks of Newfoundland, as the squadron lay in a fog, signal guns were heard, and at intervals the sound of ships' bells striking the hours. From this they supposed themselves to be near a fleet. About eleven o'clock the fog began to clear off, when the crew of the Queen of France, to their great surprise, found themselves nearly alongside a large merchant ship, and soon after they perceived themselves to be in a fleet of one hundred and fifty sail, under the convoy of a seventy-four, and several frigates and sloops of war.—The Queen of France immediately bore down to the large ship and hailed her. She answered that the fleet

was from Jamaica, bound to London. The English ship then hailed the American, and was answered, his majesty's ship Agethusa, from Halifax, on a cruise.—The American then inquired if they had seen any rebel privateers. The English replied that several had been driven out of the fleet. The American, Captain Rathburne, then requested the captain of the English vessel to come on board, which he did; when to his great astonishment, he found himself a prisoner. Captain Rathburne then sent one of his own boats, and the English captain's boat, both well manned, to the ship, of which they took quiet possession, without exciting the least alarm in the fleet, notwithstanding many of the vessels were nearly within hail of the one captured. Rathburne then went alongside another large ship, and captured her in the same manner. Soon after the capture of the second ship, Commodore Whipple came alongside, and ordered Captain Rathburne to edge away out of the fleet as soon as possible, as he was persuaded they would be discovered and overpowered. Captain Rathburne then pointed out the two large ships he had captured, and requested permission to remain. The Commodore at first disapproved of this project; but was at length prevailed upon by Captain Rathburne to stay in the fleet all day, and capture as many vessels as they could, in the same cautious manner. As soon as it was dark they left the fleet, after having captured eleven vessels, without giving alarm. The squadron arrived safe at Boston with eight of their prizes—three of them having been taken by the English."

No men are more enthusiastic in attachment to their profession than the officers of our navy, and to none could the honorable task of recording its history and achievements be more properly confided. It is a work requiring careful accuracy and patient research, and we should have no difficulty in naming more than one of our naval friends who would add to these requisites, finished scholarship, and not unpractised pens.

From the English Correspondent of the N. Y. Star.

Sir James Graham has introduced into Parliament a bill to do away with the necessity of impressment of seamen for manning the navy. The chief argument was strongly put by Mr. A. Baring,—"No man who was old enough to recollect the history of the late war, but must be aware that it was quite impossible this country could contemplate the possibility of any naval war being again entered into with the same mode of manning the navy. Not only would the abhorrence the public had of impressment prevent it; but the old system could not be persevered in without the certainty of the first gun that was fired involving us in a war with that country with which, of all others, it was most desirable to remain at peace, he meant the United States. The similarity in the language, habits and characters of the sailors of those States and of the British Island, would render such a result inevitable.—No man who recollects the scenes which took place during the last war could expect that a nation pretending to independence, that a nation with any character at stake, should submit to the proceedings, which, under the old system, we found indispensable towards the close of the last war." A wiseacre, named Sir Philip Durham, lustily proclaimed that a volunteer was not better than a pressed seaman! for, argued this sage—"It was only by impressment that hardy sailors could be obtained at the close of the last war, and after being on shipboard twenty-four hours, they worked as willingly as a volunteer."—(Laughter.)

#### Selected Poetry.

##### THE MARINER'S ADIEU. BY THE AUTHOR OF "RUINS OF ATHENS," &c.

Our pennant glitters in the breeze,  
Our home is on the sea;  
Where wind may blow or billow flow,  
No limits to the free!  
No limits to the free, my boys,  
Let wind and wave waft on;  
The boundless world of water is  
My merry men, our own.

One mute farewell—one look as where  
The blue sky meets the foam;

Headland and isle fast fade the while,  
Then proudly greet our home!  
Through wind and wave, we've hearts to brave  
The battle and the wreck;  
For ocean is the sailors' grave,  
His heritage the deck.

Or be it east, or be it west,  
Or to the Pole or Line,  
So, free, like sea-bird to her rest,  
Our fleet ship cleaves the brine;  
Our fleet ship cleaves the brine, my boys,  
As now with stun'sails square,  
And royals light, she seems to quit  
Her element for air.

Cheerly, cheerly, my merry men,  
For merry men are we;  
From sun to sun, still roving on,  
As the breeze that wafts us, free;  
As the breeze that wafts us, free, my boys,  
My merry men and true,  
Where wind may roam, or billow foam,  
Our native land—Adieu!

From the Boston Traveller.

##### EVENING MELODIES.—BY O. W. W.

No. 3.

###### We will not part.

We will not part—Time never flies  
Upon a wing so light,  
As when the smile of brilliant eyes  
Is beaming on the night.  
Then go not yet,  
The stars are wet,  
And o'er our path are smiling,  
While every heart  
Seems loth to part  
From pleasures so beguiling.

We may not part—our lips again  
Shall breathe their songs once more,  
And music wake, with heavenly strain,  
The tones we loved of yore—  
The stars of night  
Are shining bright,  
To every heart appealing,  
While, like a spell,  
The vesper bell  
Upon the air is stealing.

We must not part—such dreams as these,  
Too exquisitely gay,  
For us to check their brief career,  
Or coldly turn away.  
Then, ere we part,  
Each youthful heart,  
Once more shall thrill with feeling,  
And glow with light,  
Ere its Good Night  
From every lip is stealing.

No. 4.

###### The Bird of Spring.

Beautiful Bird, whence comest thou!  
From a sunnier clime than this!  
Hast thou wandered away to the old green bough,  
The scene of thine earlier bliss?

O fickle Bird! when the chill wind breathed,  
We heard not thy playful strain,  
But now, when the Earth is in beauty wreathed,  
Thou seekest thy home again.

'Tis thus with the spirit—too often it seeks  
For a sunnier smile away,  
And turns from the shade of familiar cheeks,  
When Sorrow hath dimmed their ray!

But when the clouds which those young smiles wore,  
From the lips we have loved are fled,  
We breathe a song like that song of yore,  
In the places we used to tread.

## WASHINGTON;

THURSDAY, .....APRIL 30, 1835.

A statement has appeared in the Richmond (Va.) Whig, and been extensively copied into other papers, condemning in the strongest terms of reprobation Captain GEORGE C. READ, of the Navy, and late commander of the U. S. frigate Constellation, for his conduct towards one of the midshipmen of that vessel on her last return from the Mediterranean.

Without pretending to decide whether Capt. Read is guilty or innocent of the conduct imputed to him, we cannot but think that the press has been hasty in condemning him upon *ex parte* testimony. There is doubtless some foundation for the charge, but it may turn out to be highly exaggerated. It is a wise provision of our laws, that every man should be accounted innocent until he is proved to be guilty, and military men have especial cause to claim the benefit of this salvo.

Captain Read owes it to his own honor, as well as to the character of the service of which he is a member, to demand an immediate investigation of the charge alleged against him. If guilty, no voice will be raised to screen him from merited punishment; but until he is proved so, let him at least have the indulgence allotted to the meanest criminal.

Since the foregoing was written, we learn that Captain Read has arrived in Washington, and demanded a Court Martial, for his trial, to be convened as early as practicable.

Commodore JACOB JONES has been relieved, at his own request, from serving as President of the Board for the examination of Midshipmen, and Captain W. C. BOLTON was ordered to supply the vacancy. This left Captain READ the senior member, who would consequently have been the President; but owing to the publications that have recently appeared in the newspapers, Captain READ has asked to be excused from serving on the Board, and his request has been granted. Captain BALLARD will therefore be the President.

It is believed that Captain A. CLAXTON will fill the vacancy occasioned by Captain READ's withdrawal.

The Board will then be composed of Captains Ballard, Dallas, Bolton, Claxton and Kearny.

Commodore A. S. WADSWORTH, at present commanding our squadron in the Pacific, has had leave to return home, if his health should be such as to render it necessary or expedient. We understand that the climate of the Pacific is not favorable to the Commodore's constitution, which is not very robust. As no successor has been ordered out, to relieve Commodore Wadsworth, should he leave the station, Captain Deacon, being the senior officer there, would remain in command of the squadron.

To CORRESPONDENTS.—"Clairfait, No. 6," and "Nous Verrons," are received, but deferred for want of room.

Our "receipts by mail" show a very gratifying increase to our subscription list by the officers and crew of the U. S. ship Vandalia, and a few of the citizens of Pensacola.

We acknowledge with pleasure the receipt of a subscription list for thirty-four copies from Fort Gibson.

We can still supply the back numbers of the Chronicle to those who wish them.

## THE TIDES.

We have been furnished with a copy of instructions and forms, lately adopted by the admiralty of Great Britain, for making observations upon the tides, in the month of June, 1835. It is stated that measures have been taken to obtain observations at four hundred and ninety-four stations upon the coasts of Great Britain, and that requests have been made to the Governments of several countries, and among others to that of the United States, to aid the cause of science by obtaining observations at different points of their respective coasts.

With this request, it is understood, our Government will comply to a certain extent; but as it is desirable that the observations should be multiplied as far as practicable, the instructions and forms are published in this paper, under a hope that many officers of the navy and army, and others who have opportunity and leisure, may be induced to give their attention to the subject.

Persons who may be thus disposed, are requested to forward the result of their observations, as soon as convenient, in *duplicate*, to either of the Secretaries, of the Navy, War, or Treasury Departments.

"The Lords Commissioners of the Admiralty have directed that a series of Tidal observations shall be simultaneously made at various places on the coast of Great Britain and Ireland, for twenty successive days; namely: from June 9th to June 28th, inclusive, of the present year. The object of these observations is, to ascertain the precise times of high and low water at each place; and, also, to determine the comparative rise and fall of the tide at the various periods of the moon's age, as well as at the corresponding intervals of the morning and evening tides.

"For this purpose the *times* of high and low water, but especially of the former, and their *heights*, in feet and inches, above or below some fixed mark, are to be accurately observed at each station, every day and night during the above mentioned period, and duly entered in the accompanying blank form. The general results of these observations will be published along with the names of the officers by whom they have been superintended.

"The time noted should not be the apparent solar time, but the mean time, as shown by the best clock or watch that can be procured: how such clock or watch may have been regulated, and how far it may be depended on for its accuracy, is to be stated with the observations.

"If any opportunity should occur for comparing your time with that of the adjoining stations, the difference at each comparison should be stated in the report.

"All the means which local circumstances will allow should be adopted, in order to avoid the uncertainty in the time of high water arising from the undulation of the sea; for instance, the most sheltered spot may be selected, or a pole may be placed clear of the surf, so that the mean height between the summit and base of the undulations may be observed; or, in certain situations, an upright tube or barrel, which will admit the water through small apertures in the bottom, may be so fixed that the height of the water may be observed by means of a light float within the tube.

"The instant which should be taken as the time of high water, is the instant just preceding that at which the water begins to fall; and the instant of low water, in like manner, is the instant preceding that at which the water begins to rise.

"In a few places the tides will be found to rise and fall more than once in the half day. The moment when they do so begin to rise or fall, each time, and also the heights to which they attain or descend, should be particularly noticed.

"In each fortnight there will be one half day on which there can be no high water, or else no low water.

ADMIRALTY, March 2, 1835.

*Observation of Tides, made at Time regulated by\* Height measured on*

1835.	Observation of Tides, made at Time regulated by* Height measured on				OFFICER'S SIGNATURE.
	Time.	High Water.	Low Water.	Wind.	
	H.M.	F.I.	H.M.	F.I.	Remarks, &c. on the tides.
June—					
9, A. M.					
P. M.					
10, A. M.					
P. M.					
11, A. M.					
P. M.					
12, A. M.					
P. M.					
13, A. M.					
P. M.					
14, A. M.					
P. M.					
15, A. M.					
P. M.					
16, A. M.					
P. M.					
17, A. M.					
P. M.					
18, A. M.					
P. M.					
19, A. M.					
P. M.					
20, A. M.					
P. M.					
21, A. M.					
P. M.					
22, A. M.					
P. M.					
23, A. M.					
P. M.					
24, A. M.					
P. M.					
25, A. M.					
P. M.					
26, A. M.					
P. M.					
27, A. M.					
P. M.					
28, A. M.					
P. M.					

\* State the clock or other means by which your watch may have been compared.

We find in the New York papers the following copy of a petition; but whether it has been presented, or is only circulated for signature, we do not know, as no comments are made upon it. As a subject of interest to a large portion of our sea-faring men, so many of whom visit the port of New York, we insert the petition, and shall not fail to apprise our readers of the result of the application.

To the People of the State of New York, represented in Senate and Assembly:

The petition of the subscribers, AMERICAN SEAMEN, engaged in the Merchant Service in the Port of New York, respectfully represents, that your petitioners have for a long time had reason to complain of the burdensome and unequal charges that are imposed upon them.

By act of Congress every seaman employed on board of any American ship, or on board of any vessel arriving from a foreign port into any port of the United States, is taxed at the rate of twenty cents per month, to provide a hospital for sick and disabled seamen.—And by a law of the State of New York, every sailor, as often as he arrives within the port of New York, is further taxed, for each time, in the sum of one dollar, for the alleged use of the Marine Hospital. Out of this fund, so created, the Legislature of the State of New York have appropriated the sum of EIGHT THOUSAND DOLLARS, annually, towards the support of the House of Refuge for the Reformation of Juvenile

*Delinquents!* A seaman's wages amount to about one hundred and fifty dollars per year. The tax that he is bound to pay out of it amounts, on an average, to six dollars annually, being four per cent. of his whole earnings, and eight times the amount of tax paid by any other class of citizens!

Your petitioners respectfully urge, that seamen are a hard working and laborious set of men, and that the public receive the benefit of their services—and that if that public be unwilling to provide for them a shelter for their infirmities, when old age and sickness have disabled them from further usefulness, they may submit to the deprivation without complaint, for sailors have become inured to the peltings of the storm.—But when their own earnings are forced from them, and perverted to the support of institutions not for the benefit of seamen, but to rid the community of malefactors and delinquents—then, excited by the wrongs which they suffer, they will lawfully and peacefully, but like freemen, jealous of their rights, firmly insist upon a redress of their grievances.

Your petitioners, therefore, pray that the law above referred to, may be repealed.

NEW YORK, April 9, 1835.

## Communications.

### REVENUE CUTTER SERVICE.

MR. EDITOR:—It is not so much the purpose of this article to notice the reproaches cast upon the officers of the Revenue Cutter service by your correspondent "Effingham," as it is to place your readers in possession of facts, and thus enable them to judge how far his strictures are dictated in a spirit of impartiality and truth.

That the public may be led into no error in regard to the character of the service, we shall first, briefly advert to the provisions of the law shewing the purposes for which it was created.

For the better securing the collection of duties imposed on merchandise, and on tonnage, twenty-three Revenue Cutters are authorised to be employed.—One Captain and three Lieutenants are authorised for each vessel, and the number of the crews is limited to seventy men. The officers are by special provision deemed Officers of the Customs, and made subject to the direction of such Collector of the Revenue or other officer thereof as may be designated by the Treasury Department. They are invested with power and authority, and are required and directed to board all vessels bound to the United States, arriving within four leagues of the coast—to search and examine them—to demand and certify the manifests required by law—to secure by proper fastenings the hatches communicating with the hold, and to remain on board said ships or vessels until they arrive at the port of destination. And to report weekly to the officer under whose direction they are placed, all such transactions and matters connected with the discharge of their duty as may be necessary for the Collectors to know. They are, moreover, required to execute and perform such other duties for the collection and security of the revenue as from time to time may be enjoined by the Secretary of the Treasury, not contrary to law. It is provided, however, that the Revenue cutters shall, whenever the President may direct, co-operate with the navy of the United States, during which time they shall be under the direction of the Secretary of the Navy.

Such is an outline of the service as established by the act of 1799. Strange, however, as it may appear, up to 1829 this important arm of revenue defence was hardly known as an establishment. It is true, there were cutters, so called; but, with a few exceptions, they were so notoriously deficient in all the properties essential to the purpose for which they were designed as to have become a theme of derision rather than an object of apprehension to smugglers; insomuch, indeed, as to have been significantly denominated mere scare-crows. Soon after the commencement of the present administration the attention of the then head of the department was directed to it, and the hand of reform effectually applied. The result has been, that the wood craft then in use have been gradually superseded by vessels which for sailing qualities are unsurpassed; inefficient officers have given place to men of good habits, and who, for zeal and activity in the dis-

charge of the responsible duties devolving upon them, will not lose by comparison with any class, be they whom they may. Order and discipline have been introduced; and taking into view that the department is unprovided with Navy Yards or Armories, and without the aid of Constructors, Purasers, Courts Martial and Judge Advocates to assist in its management, we do not scruple to affirm that there is no branch of the public service more deservedly entitled to public approbation. Thanks are certainly due to Mr. Ingham for his labors in the work of its regeneration. And it is not improbable, as your correspondent alleges, that Messrs. M'Lane and Duane may have meditated a helping hand. But it is undeniably true, that Mr. Woodbury, although he may have "promised" nothing, has not been behind any of his predecessors either in zeal or actual labor for its efficiency. Indeed, he has done much, as "the regulations" to which "Effingham" refers will abundantly prove.

He has graduated the compensation to be paid for travelling expenses under orders by a fixed and uniform standard, and extended it to cases not before provided for.—Diminished the per diem allowance to officers employed on duty requiring their residence on shore—reduced the number of petty officers, and increased their compensation from \$15 to \$18 per month.—Recinded the restriction as to the maximum of seamen's wages, and authorised the payment of the wages current at the port where they are employed. Limited the compensation to be paid to pilots—prescribed the course of proceeding upon charges.—Established a rule of promotion according to seniority and merit, and a uniform system of police duty.—Regulated indulgences in leave of absence—taken effectual precautions to secure the payment of seamen's wages—abolished the use of ardent spirits, and substituted a liberal equivalent in lieu thereof.—Interdicted alterations in the Cutters or additions to their armaments, without the previous approbation of the Department.—Extended the discretionary power of the Collectors on the subject of repairs.—Prescribed judicious regulations in regard to the due accountability, care and preservation of the public property placed on board the vessels.—Supplied a system of signals—established an acceptable uniform for officers and seamen.—Reduced the crews to the number required for the proper navigation of the vessels and the discharge of their legitimate duties; and relieved the establishment from the drudgery of conveying oil and other cumbersome materials to light houses and boats, except in cases of emergency.

All this, in the estimation of "Effingham" is nothing—and worse than nothing if his *ipse dixit* is to be credited. Since, by the reduction of the crews, and the loss of the little power the commanders possessed, their spirits are broken—and the cutters are rendered unable to assist vessels in distress.

The ignorance which does not know that aiding vessels in distress is an incidental and subordinate business and is not the duty for which the cutters were designed, is deplorable enough. It is not so bad, however, as the wickedness which gives publicity to insinuations which have no affinity with facts. Mr. Woodbury has not reduced the crews of the cutters below the number authorised by Mr. Ingham, or the force required for their proper management. He has not curtailed the authority of their commanders. He has not, in fact, altered the regulations of Mr. Ingham further than to engrave upon them such additional provisions as were suggested by time and a more intimate knowledge of the wants of the service. The purposes of the vessels, and the authority of the officers are defined by law. The department cannot change the one or abridge the other.

But it is alleged by your correspondent that there has been a gross contempt committed by the department in not adopting a certain "code of regulations," which were the result of the "deliberations" of a board of officers convened at Washington, in the summer of 1833. Curiosity has led us to inquire what they were; and, by the favor of the department, we have been permitted to inspect and are enabled to give a summary of some of the lawless features of this extraordinary "code." It proposed to establish a class of officers between the ages of 17 and 21—corresponding with Midshipmen—for the purpose of supplying the revenue cutters with commissioned officers, who after three months instruction in seamanship by the officers of the cutters were to be entitled to promotion

upon the production of a certificate as to character and capacity from their commanding officer.

Excluding tables, chairs, carpets, curtains, washstands and dish-covers;—it proposed to allow to Captains at the rate of ten dollars per month for furnishing the cabins of the cutters.

It authorised Captains to add to the armament of the vessels upon emergencies, to be judged of by themselves.

It enjoined upon Commanders, as a duty, that they should suspend and report all Lieutenants, who, in their opinion, were incompetent, with a view to their ultimate discharge.

It proposed to allow to each person taken on board the cutters from vessels in distress one ration per diem.

It proposed to introduce all the *flunkey* of salutes, by firing of guns on the arrival and departure of officers; and of funeral honors and mock regrets upon the death of any officer of the establishment, &c., &c.

That the Government and Messrs. Duane and Taney and Woodbury should have all been insensible to the beauties of such a "code," and the mighty wonders which its adoption would have accomplished, must be truly unfortunate for the country. It is, besides, strange—knowing, as we do, that neither of them are wanting in sagacity and forecast. But our board of officers, or at least, he who figures as Effingham, should be consoled in the reflection that they are not the only sufferers from the blindness and envy of the times. So it happened with other reformers equally enthusiastic and intent upon the improvement of the institutions of the age in which they lived. Owen and Symmes are pitiable examples of a like indignity. And we have heard a similar destiny has attended the scheme of a more modern reformer who proposed, as a substitute for the cannon and ball of our men-of-war, *batteries of squirts and kettles of scalding water*. Suggestions which innovate upon long established usages are always received with caution; and while the genius of invention so far outstrips the march of credulity it always will be so.

SIDNEY.

### MEN-OF-WAR'S SAILS.

MR. EDITOR:—To some of your readers the following letter from Admiral Hugon to the French Minister of the Marine, may not be uninteresting, and doubtless some of our naval officers may have been led to make similar and perhaps more extensive observations.—Should they institute any comparison it is to be hoped it will be given to the public through your paper, and it may be in the power of the writer to furnish some data on the subject.

L.

FRIGATE IPHIGENIE,  
Road of Mytilene, 20th July, 1833.

A navigation of fifteen days in company with the squadron of Sir Pultney Malcolm has given me an opportunity of making a few comparisons on the sails of our vessels.

One of the most striking differences which is observed in the sails of the ships of the two nations consists in their hollow leech, and roach; which last is almost nothing in the British ships, and is very considerable in ours, especially in the higher sails. This difference, alone, is sufficient to cause our vessels to be known among all others, and to very great distances at sea. There can only be alleged in favor of this diminution of surface, the greater facility of sheeting home the topgallant sails and royals when there is a reef in the topsails; so small an advantage is insufficient to compensate all the inconveniences which results from the void in the sails, for nothing can be substituted in place of this last, whereas it is always easy to set the upper sails over the topsails when the foot is cut nearly straight, in easing of the sheet and disposing the topgallant braces in such a manner that they may not be more elevated than the collar of the topmast stay; this is advantageously practised on board the whole of the ships of the British squadron.

The French topsails, less remarkable than the other sails with respect to the roach compared with the English topsails, have been deformed from the primitive cut, on board several of our vessels, to obtain an advantage which is not less fictitious than the former. It was thought to have been remarked that, in chang-

ing the topsails, one of the details that most retarded the operation was the shifting of the sheets from one topsail to the other, on account of the length and difficulty that was sometimes experienced in casting off the standing part that had been some time in service; thus the idea originated of lashing the block to the clew of the sail in place of strapping them in the junction of the leech and foot-rope. It results from this pretended perfection, that the hoist of the topsails augmented more than the topmast would admit, they had to be shortened above the first reef, and thus is lost a depth of eighteen inches in the whole breadth of the sail, in the most favorable position, near the centre of effort or point vertique. A formal injunction forbidding so injurious an alteration would, in my opinion, have a favorable influence on the qualities of our vessels. The royals, principally on board the ships of the line and large frigates, have a hoist much too small in proportion to their spread, and in shape are by no means similar to the topgallant sails, as is the case in the British ships, and they are difficult to trim.

The spankers of our ships differ also much from those of the British ships in their dimensions. Their comparative smallness caused them to be styled "winter sails" in the squadron of Admiral Malcolm; the gaff has generally a sufficient length, but the booms are too short by nearly one-sixth, especially on board the large frigates.

The jibs of the English ships have also a greater breadth at the foot than in our marine, and the booms are further outboard, without being of greater length.

The sails which differ the most in the two marines, is in the cut as in the dimensions, are the studding sails: rectangular and immense on board the British, narrow and pointed on board the French ships; in general their lower studding sails have a breadth of two-thirds of that of the foresail, ours have not more than two-fifths. A similar difference is also remarked in the topsail and topgallant studding sails.

From a comparative statement of the dimensions of the masts and yards of the two navies which I have before me, the total surface of the square sails of our vessels would appear to be greater than that of the English ships, but when the two are examined at sea there will be perceived a great inequality to our disadvantage.—This proceeds from the leeches and foot of their sails being straight, which gives the three sails the appearance of a single one attached to the royal yard; whilst our sails, cut in curve lines on three sides, present a surface cut in arches, having too great an analogy to the sails of merchant vessels.

However, it is but just to remark, that the newly constructed vessels are exempt from most of the faults that have been pointed out. Their principal sails have fine dimensions and set well; the "Suffren," ship of the line, the frigates Iphigénie, Artémise, and Hermine, leave but little to desire in this respect; it is requisite only that the leeches of their topsails should be cut perfectly straight. The topgallant sails, royals, spanker, jibs, and studding sails, are susceptible of considerable augmentation; I would except, however, the jib of the Suffren, which was the handsomest sail in the two squadrons.

As to the vessels of the old model, their sails should be entirely altered.

In conclusion, I shall sum up the improvements which it appears to me should be introduced in the sails of our ships:

- 1st. To suppress entirely the roach in the topsails, topgallant sails, and royals.
- 2d. To suppress the curvature of the leech of the square sails.
- 3d. To augment the foot of the spanker about one-sixth.
- 4th. To augment the foot of the lower studding sails in the proportion of five to seven.
- To augment the foot of the topmast studding sails in the proportion of nine to thirteen.
- To augment the foot of the topgallant studding sails in the proportion of five to eight.
- 5th. To augment the hoist of the royals and diminish the spread.

**BARON HUGON,**  
Vice Admiral Commanding the Squadron  
in the Levant.

## Domestic Miscellany.

**AN AMERICAN SHIP.**—I well remember the impression made on my mind by the first article of American manufacture I met with. It was at Havre, in France, the first time in my life that I had ever beheld the ocean, a few days before I was obliged to cross it. I was walking along the quay with a French gentleman, and as among the crowd of vessels before us there were but few that hoisted their national colors, I requested my companion to point out to me some of the American ships. He told me that I might, without any one to tell me, know any American vessel in the port from any other, by the perfect neatness and order in every part of it. The ship in which I embarked for the United States—the same that a short time before had carried to those shores, the faithful friend of his country, the immortal Lafayette—that ship was the first article of American manufacture that met my delighted eyes. The whole of my voyage confirmed my first impression. Insignificant as it may be in itself, we know that personal experience, as it brings home to us the reality of things that we before knew only from hearsay or from books, help us greatly to form a just estimate of the most complicated, comprehensive, and important objects. When I saw during a heavy sea, the whole crew, like the trained members of one athletic man, obey without confusion or delay the orders of the mind; when I saw the sailors, at the word of command, climbing and clinging to the further ends of the yards to lash the sails, singly and calmly intent upon their task, and as unmindful of the cold December bath into which every roll of the ship plunged them as if they were playing seesaw in the ship-yard; when I saw this perfect management of one well manned and well commanded American vessel, I found it a natural solution of the wonderful growth of this country. And when I approached the noble harbor of New York, with its forests of masts, I entered more deeply into the spirit and destiny of this land of promise, that in time of peace throws forth its merchant vessels, like bread upon the water, for a plentiful harvest; while in time of war, like the Athenians of old, it seeks and finds salvation in its "wooden walls."—*Dr. Follen.*

**MOLLYMAWKES.**—There are in the Arctic seas a kind of gull, called Mollymawks, which annoy the whalemen very much while they are taking the blubber from the whales, by attempting to steal it. By way of amusement, the jolly tars sometimes tie two little pieces of blubber to the ends of a string, and throw them into the water. Two birds will presently swallow them, and then rise in the air, pulling and hauling at each end of the line, to get the bait out of each other's throats. Sometimes they will fight in this way half an hour, each of them swallowing his end of the string twenty times, only to have it pulled up again.

**BANK OF NEWFOUNDLAND.**—The banks extend over a space of 40,000 miles, and are from 30 to 45 fathoms below the surface of the ocean. The shoals are inhabited by innumerable tribes of muscles and clams, to which it is a favorite residence, as they can easily bury their shells in the soft sand. They have enemies to contend with. The codfish resort to this coast to prey on them. They keep a constant watch, and swim about a foot above the submarine sands.—When a muscle opens its shell, it is immediately seized and devoured. At other times the fish do not wait.—They are provided with a horny protuberance round their mouths, with which they burrow in the sand, and capture the muscle in his shell. The fishermen of various nations, French, English and Americans, who resort to these banks, take annually from 8 to 10,000,000 of fish. On opening them, they find the remains of 20 or 50 muscles in each. Sometimes the muscle shells are found either wholly or partially dissolved. The first care of the fishermen, after taking their station, is, to ascertain the depth of the water. The lines must be regarded so as to lie on the bottom, where the fish are always engaged in this species of submarine war.

Was launched, at New Castle, Del., on Thursday afternoon, the 16th instant, the beautiful schooner Kirkwood. This vessel has been built by Messrs. William Robinson & Son, of New Castle, on a plan entirely

new in the art of ship-building. The Kirkwood is constructed without timbers, and is held together with iron hoops let into her planks. The novelty of the design and the beauty of her model, reflect great credit upon the skill and ingenuity of her builders. She will carry much heavier cargoes in proportion to her tonnage, than vessels of the same tonnage constructed in the ordinary way, and we believe she will not be inferior to them as to durability and safety on the water. If the experiment proves successful, Mr. Robinson will have introduced a new era in the art of ship-building.—*Phila. U. S. Gazette.*

*From the Norfolk Beacon.*

**CAPTAIN ANDERSON.**—It has seldom fallen to our lot to record a more affecting incident than the one we are about to detail. Capt. WILLIAM T. ANDERSON, of this borough, left Ocracock Bar on the 27th of January last, in the schooner Mary and Eliza, of this port, laden with a cargo of corn, and bound to Charleston, (S. C.) When two days out Captain A. experienced a tremendous gale, which carried away both of the masts of his vessel, and inflicted other damages besides. His passengers, Messrs. Swank and Salisbury, of this place, availed themselves of an opportunity offered by a brig bound to Liverpool, and left his vessel. The Captain, however, maintained a stout heart, and for eleven days made every effort to prosecute his voyage.—He was then compelled to quit the wreck, and took passage, with his crew, in the ship Humphrey, bound to Glasgow; but it seems misfortune had marked him as a victim. When within a day's sail of his destined port the Humphrey met with severe weather, and in a terrible gale was totally wrecked. Fortunately, Capt. A. had previously left the ship in a steamboat, and himself and all hands were saved. He reached Ramsey in the Isle of Man, whence on the 9th of March, he wrote the letter from which we obtained the above information. It was his intention to have left the Isle of Man for Liverpool on the first opportunity, and may, momentarily, be expected home. But we have not yet said that Capt. A. left in this borough a wife and child, from whom he parted in expectation of meeting them in a few days; but days—weeks—months passed, and not a word of the absent husband and father reached the ears of the agonized wife and her infant child. It was known that a heavy gale had happened off Ocracock at the period when he had actually experienced its severity, and the most sturdy seaman had ceased to entertain any hope of his ultimate rescue. Under these circumstances the feelings of his anxious wife may be more readily imagined than described, when the letter disclosing his perilous history was received by last evening's mail. It was a voice from the dead, a resurrection from the grave. But we cannot intrude further on the feelings of domestic affection, and will only indulge the hope that a few days more will restore to each other those who it was not believed a day since, would meet on earth again.

*From the Buffalo Whig.*

**THE OPENING SCENE.**—A ramble along our docks, at the present moment, presents a scene of extraordinary activity. We have in port nine steamboats, and forty-three brigs and schooners, besides numerous canal boats. On board all these, active preparations for service are being made. The reeking cauldron of boiling pitch sends up its cloud of smoke at every step; the rigger is aloft, putting his top gear in order, and the caulkers' mallet, below, responds to the builder's hammer on shore; while the weather-beaten tar bustles about the deck of his floating home, rejoicing in the prospect of toil and tempest.

Many of this craft are new, while others are undergoing alterations and repairs. Of the steamboats the Daniel Webster is being rebuilt from the burning; the Victory is receiving a new engine of increased capacity and power; the Ohio, Governor Marcy, and New York, all being repaired and painted. The Thomas Jefferson, new boat, not yet finished, a monster of the deep, is to be made a splendid boat—no disparagement to any other. She is 175 feet in length of deck, by 49 feet breadth, including guards, and is to be driven by one of Allair's engines, with a fifty inch cylinder and a nine foot stroke. She will have 142 berths, including the 24 in ten state rooms; and if her splendor is surpassed by any boat on these waters—it will disappoint her owners. The Charles Townsend, also, is a new

boat of smaller dimensions, but one every way calculated for substantial use.

Soon all this scene of preparation is to be changed—to give place to one of another character. Ere long the fleets from the canal and lake, each groaning beneath its burden, will mingle in our harbor waters for interchange of freights; and this done, while the one hies to the seaboard mart, the other will follow the setting sun to the farthest shores of our "inland seas."

**VISIT TO THE SLOOP OF WAR PEACOCK.**—*Her intended voyage around the world.*—We were highly gratified with a visit a few days since to this pretty little vessel of our navy, which was expressly fitted up some years since with a spar deck, as a discovery ship, on the then projected expedition to the South Seas.—She retains this construction, and sails in a few days for the East India station, returning home via China and the Sandwich Islands, the South American ports of the Pacific and Cape Horn. Her commander is Commodore Kennedy, one among the oldest and most experienced seamen of the navy—the Flag Captain, Captain Stribling—the Lieutenants, Messrs. Hollands, Green, Turner, Mason—Fleet Surgeon, Doctor Rushenberger—Master, Mr. Gordon—constituting, with a select body of Midshipmen, as fine a company of officers as we have ever met with. She is in every respect well found, and in that finished order and discipline which distinguishes our navy. Her voyage, which it is expected will occupy near three years, must necessarily be one of great interest and instruction. She will visit the Red Sea, and probably the Persian Gulf and British possessions in India, during her absence. In the Indian Ocean she will be joined by a smaller vessel. We anticipate a rich treat from the journals which will be kept by her officers, who are amply qualified to furnish a scientific, as well as spirited account of all that transpires. From Doctor Rushenberger particularly, already so favorably known by his admirable work entitled "Three Years in the Pacific," we confidently look for another and still more extended work on this expedition, which will add, we are sure from our knowledge of him, a still more enduring plume to his enviable reputation.—God speed them on their course, and may none but favoring gales smile on the star-spangled banner, that waves over them and their gallant crew.—*N. Y. Star.*

**A MEMORABLE EVENT.**—It is not, perhaps, generally known, at least not generally recollected, that the bearer of the despatches containing the first treaty ever entered into by the people of this country in their national capacity, with a foreign power, landed, on his arrival in this country, at this port—then called *Falmouth*. It was the first treaty between France and the United States. Simeon Deane, brother of Silas Deane, one of the American Commissioners in Paris, was the bearer. He arrived on the 13th of April, 1778, in the French frigate *Sensible*, of 36 guns.—*P. Argus.*

**RELICS.**—Mr. William Shaw, who found the remains of a deceased British officer or soldier, near where the U. S. Arsenal now stands, has given us an opportunity to examine them. They consist, first, of two bones and a tooth, a large half-round button of silver or some composition resembling it, and two smaller ones of the same shape and metal, a pinchbeck buckle about the size of a shoe buckle, but too straight for that, and probably intended for a sword belt; a small bullet, much flattened on one side, and two guineas, one of the reign of William and Mary, the other of Queen Anne.—*Pittsburgh Gazette.*

**SHIPS' PROVISIONS.**—Mr. Chatfield, well known for his able writings on Naval Construction, stated, in the course of a lecture which he recently delivered in the Athenaeum, Plymouth, that by a series of calculations he had ascertained that in the stowage of salt beef, there was a loss of 140 per cent. beyond the space occupied by the meat; but meat preserved in saccharine matter, such as sugar, molasses, &c. This view was supported by Mr. Prideaux, a distinguished chemist present, who said, that meat so preserved, would be also far more nutritious than that which is salted; for salt, on its first application, tended to draw from the meat, and dissipate its most nutritious juices, leaving but the fibrous parts behind, which are naturally hard and tough, whilst saccharine matter would tend to pre-

serve all these, and render the seaman's food at once palatable, nutritious, and healthy, and occupy one-half its present space.

**ASTRONOMICAL OBSERVATORY.**—In the Select Council, on Thursday evening last, Mr. PRICE, from the special committee on public clocks, made a report on the communication of the American Philosophical Society, on the subject of erecting an astronomical observatory, accompanied with an ordinance providing for the accomplishment of that object. The observatory to be erected in Rittenhouse Square, at the joint expense of the city and the American Philosophical Society. Ordered to be printed.—*Poulson's Daily Adv.*

ARKANSAS, March 31.

**THE HELENA ROAD.**—We understand that Lieut. COLLINS will leave here in the course of a day or two to explore and mark out the route for a road from the Mouth of Cache to Helena, for which (in connexion with the road from Jackson, via Liberty and Fayetteville, to Fort Smith) an appropriation of \$10,000 was made at the session of Congress preceding the late one.

After surveying the above road, we understand Lt. Collins will next survey the road (for which an appropriation of \$7,000 was made at the same session) from Strong's, on the Memphis road, via Litchfield to Batesville; and then the route from Jackson, via Liberty and Fayetteville, to Fort Smith.

The *Washington Blues*, a handsomely uniformed corps of infantry, made its first parade yesterday afternoon, under the command of Captain SPURRIER. The movements of the corps showed that both officers and men had devoted strict attention to drill duties. It was escorted through the streets by the First Light Infantry, Captain HICKMAN.—*Balt. Amer.*, April 21.

## Foreign Miscellany.

**THE SHIP-WORM BORER.**—William Thompson, Esq., Vice-President of the Natural History Society of Belfast, has lately published some interesting and curious facts connected with that destructive animal, the Ship-worm borer, (*Teredo Navalis*), as at present existing in certain localities of the British Islands.—The opinion which has been advanced, that the *Teredo Navalis* is no longer to be found on the British coast, is shown by the author to be erroneous; for numerous specimens of that animal, collected from the piles used in the formation of the pier at Portpatrick, in Ayrshire, were furnished to him by Captain Frazer, R. N., of his Majesty's steam-packet Spitfire. Some of these specimens had obtained the length nearly of two feet and a half, a magnitude at least equal to, if not exceeding, the largest brought from the Indian sea.—After giving a description of the animal, the author enters into an inquiry into the agency it employs to perforate the timber, which it consumes as food, and in which it establishes its habitation. He ascribes to the action of a solvent, applied by the proboscis, the smooth and rounded termination of its cell, which is afterwards enlarged by the mechanical action of the primary valves. The author then gives an account of the natural history and operations of another animal, *Simnovia terebrans*, of Leach, belonging to the class of crustacea, whose depredations on timber are no less extensive and formidable than the *Teredo*. At Portpatrick, it appears, that both these animals have combined their forces in the work of destruction, the *Teredo* consuming the interior, and the *Simnovia* the superficial parts of the wood; the latter continuing its labors until it comes in contact with the shells of the former, so that the whole mass is speedily deprived of cohesion. It is also stated, on the authorities of Mr. Hyndman and Mr. Stephen, that the *Simnovia* is already committing great ravages in the timber at Donaghadee.

**BRITISH NAVY.**—According to the admission of Baron d'Haussez, one of the late Ministers of France, the British navy destroyed in the late war no less than 2,505 ship of war, viz.:—156 ships of the line, 383 frigates, and 662 corvettes and other vessels.

**IMPORTANT TO MARINERS.**—Several successful experiments have been tried on the North Humber Bank, with a portable apparatus admirably adapted for conveying a line from a distressed ship or wreck to the shore.

The apparatus consists of a gun, (manufactured by Mr. Blanch, gun-maker, of Hull,) which will propel a line made fast to an arrow to the distance of from 150 to 200 yards, and thus obtain from even a single individual on the beach, all the assistance which such exigencies require.

**BELL ROCK.**—The sea has been observed to run higher on the Bell Rock during the late gales, than it has hitherto been known to do. The monthly returns from the light-house, for January, show that on the 17th, the springs rose 116 feet, and drifted over the building; and on the 18th and 19th they rose to 110 feet. It is worthy of remark, that the ground swell or heaviest sea, preceded the highest wind, by two days. Several large masses of rock called "travellers" by the light-keepers, have been thrown from the deep upon the rock; one of which measures 8 feet 6 inches in length, 2 feet 6 inches in breadth, and 4 in thickness—or about 5½ tons. The visitation of these travellers is a source of great interest to the light-keepers, who proceed to break them up with large hammers, when at all manageable, to prevent their drifting upon the cast-iron railways, or landing wharfs.—*Edinburgh paper.*

**ACTIVITY IN THE RUSSIAN DOCK YARDS.**—The *Courrier Francais* publishes letters from Constantinople, dated January 22d, as well as the despatches received via Semlin, which confirm our previously received accounts of the great activity displayed in the dock-yards of the Russian ports of the Black Sea.—All the old vessels had been taken asunder and replaced by new ones. The Russian navy will this year, it is stated, consist of twice the number of ships of the line and frigates it reckoned in 1833. The artillery for this armament is ready, and the construction of smaller vessels, fire-ships, gun-boats, steamers, &c., keeps pace with that of the three-deckers. All the fortifications along the coast have been repaired, and the arsenals filled with naval stores of every description.

The *Journal du Haut et Bas-Rhin* says, that in the course of a few years Strasburg will possess the finest arsenal in Europe. All the left side of the road leading to the Citadel will be covered with magazines for the stores of the fortress: while on the right will be formed ten large buildings appropriated to works of the arsenal, which are divided into several large squares, and the fourth of which buildings is already finished, and extends in length to 475 feet, or nearly 10 feet more than the citadel is in height. It is ornamented on one side with a trophy taken in the wars—the chain said to have been laid across the Danube by the Turks, when they besieged Vienna, to bar its passage, and which Napoleon also used in 1809, to arrest the course of the barges abandoned to the current, for the purpose of breaking through the bridge of boats thrown across the river by the French army. This chain is formed of 1,178 links, and is 633 feet in length.

The *Courrier Francais* states that the disarmament of the Austrian army is not to be general, but merely confined to one or two corps stationed in Italy, and that it is connected with the promise of the evacuation of Ancona, by the French, early in the spring. The Austrian force on the Swiss frontier, is to continue on the war footing, as also the Prussian and German armies in the duchy of Luxemburg. Sixty thousand men in Austria, and 30,000 in Prussia, are to be sent home. The *Courrier* adds that the ministers of Austria and Prussia, in Paris, had notified that determination of their courts to M. de Rigny, five days ago, inviting France to follow their example; but that the French Minister had replied, that his Government, though desirous to disarm, could not with safety, on account of the situation of parties in the interior, make any considerable reduction in its military forces.

The *Journal du Commerce of Antwerp*, of the 12th instant, states that Russia is employed in fitting out a fleet of from twenty-five to thirty ships-of-war in the Black Sea, and strengthening the fortifications on the Euxine.

The Musée d'Artillerie, Paris, has recently purchased a magnificent suit of steel armor, chased and wrought with remarkable art. It is said to have belonged to one of the Dukes of Burgundy, a contemporary of the Emperor Maximilian. It is placed in the gallery of the middle ages, opposite the armor of Francis I.

## Army.

### ENGINEER DEPARTMENT.

Capt. A. Talcott has been directed to superintend the improvement of the Hudson river, and has removed from Norfolk to Philadelphia.

Lieut. G. Dutton has been relieved from his duties at Newbern, N. C., and is at present at the seat of Government, awaiting orders. Lt. A. J. Swift succeeds Lt. D. at Newbern.

Dr. H. S. Hawkins, of the Army, lady and two children, sailed from Charleston, S. C., on the 20th inst., in the brig Gen. Sumter, for Baltimore.

### DETAIL.

Lieut. A. D. Mackay, of the 1st Artillery, assigned to duty on the survey of the coast under the direction of the Navy Department, 22d April.

### ARRIVALS AT WASHINGTON.

April 27.—Lt. T. J. Lee, 4th Artillery, at Fuller's.  
28.—Maj. N. Young, 7th Infantry, do  
29.—Lt. A. D. Mackay, 1st Art. Mrs. Bronaugh's

## Navy.

Commodore J. D. Henley transferred his broad pendant from the schooner Experiment to the ship Vandalia, on the 30th ultimo. The Vandalia was still at Pensacola, on the 14th instant.

Lieutenants L. B. Newell and J. H. Rowan have sailed from New York, as passengers, in the ship Augusta, for Rio Janeiro, to join our squadron on the coast of Brazil.

The ships Erie and Ontario were at Rio Janeiro, on or about the 1st March; officers and crews all well.

The U. S. ship Peacock, Commodore Kennedy, sailed from New York, on Thursday morning last, bound on a three year's cruise in the India seas, and Pacific. She carries out E. Roberts, Esq., the diplomatic agent who negotiated the treaties with the Sultan of Muscat and the King of Siam, and who is bearer of the ratification of those treaties. The Peacock will visit China, the Sandwich Islands, and the South American ports in the Pacific, and return home by way of Cape Horn.

In addition to the list of officers already published, we learn that the following had joined the vessel, previously to her sailing. Addison Seare, Captain; Louis McLane, Midshipman; C. H. Goldsborough, Commodore's Secretary; J. D. Mendenhall, Professor of Mathematics; J. Clar, Captain's Clerk; J. Caldwell, Pilot; J. R. Von Pfister, Purser's Steward.

### RECEIPTS BY MAIL, &c.

#### ON ACCOUNT OF THE ARMY AND NAVY CHRONICLE.

[From the 15th to the 29th April, inclusive.]

15—H. Lawrence, New Orleans, 31 Dec. 1836	5 00
17—Officers of Dr's Ft. Leavenw'th, do	5 00
18—Council of Admt. Ft. Howard, 31 Dec. 1835	5 00
N. Sibley, Sutton, Mass., " "	5 00
Dr. J. H. Wells, Bellows Falls Ver. do	3 00
Dr. T. S. Bryant, Army, 31 Dec. 1835.	3 00
20—Capt. G. Porter, Army,	
Lt. J. L' Engle, Charleston, do	10 00
Dr. P. Minis, S. Carolina,	
Sgt. J. Holden, " "	
22—L. Anderson, Wmsb'g Va.	
M. Grant, Enfield, N.C.	
D. Whittier, Belfast, Me.	
S. V. Hawkins, Navy,	
23—La F. Vinton, Army,	1836 5 00
27—Lt. St. C. Denny, do.	" " 5 00

Reg't Dr's, Ft. Gibson, (2 c.) 31 Dec. 1835	5 00
P. Mid. J. A. Dahlgren, N., 22 Ap. 1836	5 00
B. M. Bunker, Philad'a, " " "	5 00
Capt. T. T. Webb,	
Lt. J. Mattison,	
Lt. W. E. Hunt,	
Lt. W. McBlair,	
Mid. M. C. Watkins,	
Mid. A. C. Blount,	
J. Mills, Boatswain,	
W. Chappel, B. Mate,	
W. Conway, G. Mate,	
W. McNally, B. Yeo.	
J. Rogers, Capt. f. c.	
Wm. Pitts,	
Henry Williams,	
Mid. T. O. Glascock,	
Purser J. Brooks,	
S. C. Rowan, Master,	
P. M. C. McIntosh,	
Mid. R. N. Stumble,	
Mid. E. A. Drake,	
Mid. C. M. Collier,	
J. E. Brooks, C's cl'k	
Judge J. Garnier,	
Juan Brosnahan,	
Jerrison & Foster,	
29—Post Librarian, Fort Gibson, (8 copies)	
31st Dec. 1835,	
Lt. Geo. Adams, Navy, 31st Dec. 1835,	3 00

ing present at a Treaty of 400 Indian Chiefs, on the Muskingum and Ohio rivers, became wounded by a rifle ball in his right hand, on a scouting expedition to Post St. Vincent. He was the bearer of an express to Washington concerning the "Whiskey Boys," and served in that expedition in 1793. During the presidency of John Adams, he became his family coachman in 1797.

### From a Cumberland, Md. paper.

It will be seen by the two following obituary notices, that two more of that patriotic band who risked their lives, their fortunes and their sacred honors, to secure their country's Independence, have been withdrawn from amongst us, to receive their rich and lasting reward in another and a better world. It is truly melancholy to reflect that, in a few years more we shall name amongst us not one of those patriotic men, to whom we are indebted for the blessings of the liberty we enjoy. The venerable men whose deaths are here recorded, were intimate neighbors and friends for the last forty years—honored and respected through life, they have died regretted by all.

Died, on the 20th of November, at his residence, immediately opposite Cumberland, in Hampshire county, Virginia, Captain GEORGE CALMES, a soldier of the Revolution, in the 80th year of his age. Mr. Calmes was engaged during the whole war in the service of his country, and after the achievement of our Independence, to which he had the consolation through life to know his patriotic efforts had partly contributed, he returned to private life, and ever afterwards continued in the uninterrupted enjoyment of domestic and rural pleasures. An early settler in this section of the country, it was pleasing to the young who visited his hospitable mansion, where they were always received with the same kindness and affection as though they had been the children of their venerable host, to hear him narrate his hunting expeditions so full of interesting incidents. Accustomed to a regular and quiet life, Mr. Calmes was still vigorous, though advanced much beyond the period allotted for human existence, and with the exception of some few occasions, scarcely knew the afflictions of ill health. He died leaving the venerable partner of his bosom to mourn her irreparable loss, and numerous children and grand children, to whom he had been a most devoted and affectionate father. His neighbors and all who had the pleasure of knowing him, will long remember his open-hearted and unaffected hospitality, and the young, to whom he made himself so agreeable by his cheerful and affectionate disposition, almost feel as though they had lost a father.

Died, on the 11th instant, after a short illness, at his residence in Cumberland, Captain DAVID LYNN, a soldier of the Revolution, in the 78th year of his age.—Captain Lynn entered the army of the Revolution shortly after the Declaration of Independence, when only eighteen years old, and was familiarly known at that period as the "white headed boy." He was present at the battles of Monmouth, Germantown, and at the siege of York-Town. At the close of the revolution Captain Lynn removed from Montgomery, his native county, to his residence in Allegany, where he died. For several years after the war he was afflicted with a severe pulmonary disease, which he had contracted by exposure in the service of his country. By the help of a warm climate, which he enjoyed on the West India Islands for a whil', and with the assistance of good medical advisers, he was restored to sound and vigorous health, which he enjoyed almost without interruption until within a few months before his death. Notwithstanding his advanced age, Capt. Lynn was nearly as active and as much used to exercise as when in the full vigor of manhood. His favorite occupation was that of a Shepherd.—It was interesting to witness the sedulous care with which he superintended his large flocks of the finest sheep. The pursuit which delighted him bespoke the simplicity and excellency of his heart.

If the good fortunes of men are to be envied, it surely must be the fortunes of those who, after having contributed, by their patriotic exertions during the Revolution, to their country's Independence, lived to see that country made powerful and happy under the influence of those institutions which sprung from the Revolution. Such was the fortunate destiny of Captain Lynn, and if this thought crossed his dying pillow, and produced that calm and christian resignation which distinguished his last moments, it is not sufficient—consoling as it is—to draw the sting which his death has planted in the bosoms of his family and friends. Surrounded by numerous children and grand children, his death is a bereavement to them which those only can properly appreciate who have lost the best of parents. His afflicted consort is left to mourn a loss which to her can never be repaired, but there should be something soothing in the remembrance of her husband's character, than which no legacy is more valuable, and none more worthy to be cherished by those he has left behind him. To his neighbors and all who visited him, there was no one more kind-hearted and hospitable, and sincerely do they participate in the sorrow which his death has brought upon his afflicted family.

### MARRIAGES.

In Philadelphia, on the 20th instant, Lieut. FREDEICK ENGLE, of the U. S. Navy, to MARY, eldest daughter of the late JOSEPH M'ILVAINE, of Burlington, N. Jersey.

In Norfolk, Va., on the 20th instant, Lieut. ARTHUR SINCLAIR, of the U.S.Navy, to Miss LELIA IMOGENE, second daughter of DENNIS DAWLEY, Esq.

In Gosport, Virginia, on the 19th instant, Mr. WILLIAM W. DAVIS, to Miss MARIA JOSEPHINE, second daughter of Mr. GEO. MARSHALL, U. S. Navy.

At Prairie du Chien, Michigan, on the 26th March, by the Rev. David Lowry, Lieut. GEORGE WILSON, of the U. S. Army, to MARY, daughter of Gen. JOSEPH M. STREET.

### DEATHS.

In Washington, on the 22d inst., Mrs. FRANCES W. wife of Captain GEO. D. RAMSAY, of the Army, and daughter of THOMAS MUNROE, Esq.

At St. Augustine, on the 10th of April, after a lingering illness, Captain JACOB SCHMUCK, of the 4th Artillery, U. S. Army.

At Newark, N. J., on the 17th instant, DAVID HADEN, aged 84 years. He was one of those who fought in our Revolutionary battles.

On the 1st instant, in Luzerne county, Penn., near the site of "Forty Fort," so memorable in the tragic story of Wyoming, PHILIP MYERS, Esq., in the 76th year of his age; native of Frederick, Md. Although young, he joined the army under Washington, and was in the memorable battle of Germantown.

In Charlestown, Mass., Mr. WILLIAM DICKSON, aged 77, a Revolutionary soldier.

In Berkley, Mass., Mr. PAUL BRIGGS, aged about 90, a Revolutionary pensioner. Captain JOSEPH SANDFORD, a Revolutionary pensioner, aged 74. Mr. EBENEZER PAUL, a Revolutionary pensioner, aged 81.

In Waterford Maine, Deacon DAVID CHAPLIN, aged 81, a soldier of the Revolution.

In Brooks, Me., EPHRAIM PAYSON, aged 81—a soldier, and one of the first recruits of the Revolutionary war.

In Corinth, Me., MESHACH ROBINSON, aged 70, a Revolutionary Patriot.

At Philadelphia, on Sunday evening, 12th instant, Mr. SAMUEL CURRY, Sear., (formerly of Baltimore,) a pensioner of the Revolution, in the 75th year of his age.

The deceased first entered his military career at Bordentown, N. J., in Col. Lee's Regiment of Cavalry from Virginia. He was one among the 150 volunteers, (during the residence of the British in this city, 1777,) with one field piece, that engaged the British shalllops at the Bordentown Bridge, where so many American ships were burnt. He was likewise drafted in the company of Captain Hogeland, at the battle of Trenton, in 1776. In the month of April, 1789, he enlisted as a private in the Indian war in the West, under General Harmer, and after be-